

FISCAL IMPACT:

	<u>FY2002</u> <u>Difference</u>	<u>FY2003</u> <u>Difference</u>
<u>Revenues:</u>		
State Special Revenue (02)	(\$16,800)	(\$16,800)
<u>Net Impact to Fund Balance (Revenue minus Expenditure):</u>		
State Special Revenue (02)	(\$16,800)	(\$16,800)

EFFECT ON COUNTY OR OTHER LOCAL REVENUES OR EXPENDITURES:

Ninety percent of the aircraft registration fees collected by the department are paid to the county in which the aircraft is based; therefore, the counties share of revenues in CY 2000 = \$30,240. There would be a \$15,120 loss in annual revenues to the counties assuming one-half of those aircraft would be affected by this statute change.

TECHNICAL NOTES:

1. The Department of Transportation has no mechanism or authority to determine if a limited liability company is organized under Title 35, chapter 8.
2. The only way the department can distinguish an LLC is if a company includes the letters "LLC" in its company name when registering an aircraft with the Federal Aviation Administration.
3. The department has no mechanism in place to determine if aircraft are permanently or principally garaged in Montana.
4. The bill has no definition for "principally garaged" within the state.
5. The bill title reads "permanently garaged", but the bill text reads "principally garaged".